

**OH NO! THE FIRE
DETECTION LIGHTS
ARE ON! WE MUST HAVE
AN ENGINE FIRE!**

**OR IT COULD JUST BE THE
SENSING ELEMENT LINES
CHAFING SINCE WE FORGOT
TO INSPECT THEM.**

IS THERE AN ENGINE FIRE?

THESE D-MODEL
PILOTS ARE ON TO
SOMETHING. YOU
F-MODEL PILOTS
SHOULD TAKE
NOTICE, TOO.

THE CHINOOK COCKPIT FIRE
DETECTION LIGHTS MIGHT
SPOOK YOU BY COMING
ON, BUT THINK **TWICE**
BEFORE YOU PULL THE FIRE
EXTINGUISHER HANDLE.

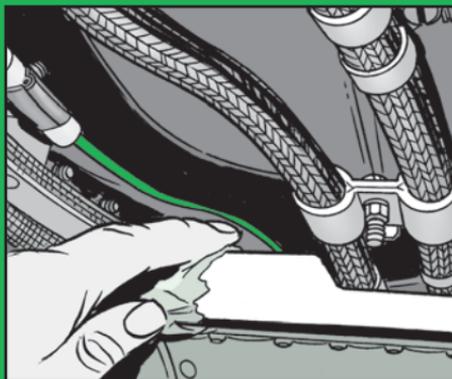


When the lights flicker on the pilot pulls the fire extinguisher handle to snuff out flames if the crew chief confirms the fire by checking through the observation bubble window.

Fire detection lights can deliver false alarms. Sometimes the fire sensing element lines, NSN 1680-00-895-9426 and NSN 1680-00-895-9427, chafe against the airframe surface.

Stop chafing by checking the sensing element lines during pre-flight inspections. Push the lines away from the airframe, but make sure they are not kinked because that will set off a fire light. On the next phase inspection, try positioning the lines differently so they are not too close to the airframe. Replace damaged lines.

Do your daily inspection of the fire detection elements like it says in TM 1-1520-271-PMS1 for the F-Model. For the D-model, use TM 1-1520-240-PMS1, insp# 12.22 and insp# 14.21.



Make sure line is not chafing against airframe